

## REPORT ON THE COAL FAMINE.

**RESULT OF COMMISSIONER LANE'S  
INVESTIGATION.**

**The Railroads Overwhelmed With This Year's Grain Crop, Although It Hardly Exceeded That of Last Year—They Had No Part in the Coal Combination.**

WASHINGTON, Jan. 2.—Franklin K. Lane, member of the Interstate Commerce Commission, to-day filed with that body and sent to the President his report upon the general subject of car shortage and car service based upon the hearings recently held in Minneapolis and Chicago. It deals with the coal famine in North Dakota, the grain situation in the Northwest as affected by lack of adequate transportation facilities and the congestion at the big terminals.

The first part of the report treats of the coal famine and presents the conditions of distress found to have existed in North Dakota and the manner in which the situa-

Referring to the report that the coal

shortage was due to the presence of a trust or combination between dealers in coal.

"The commission has gained indisputable

proof of an agreement between coal dealers to maintain prices and to boycott all who do not so agree, but there is no evidence at all justifying the contention that this combination of dealers is a trust.

As to the grain situation in the Northwest in 1917, the report says that the railroads tampered with the grain in order to keep it out of the market.

the report says that the farmers appear to be overwhelmed by this year's crop, although in fact the crop scarcely exceeded that of the year 1905 in volume, nor did it equal

"Fifty million bushels of grain, as nearly as can be estimated, remain on the farms or in the country elevators of North Dakota," says the report, "but 30 per cent. of the crop has been shipped. The country or line

has been shipped. The country of the elevators at a large number of country stations are full. Some of these reached their capacity as early as September. The situation last year, while not satisfactory to the shippers, did not present the dis-

Yet in the year 1905 both the Great Northern and the Northern Pacific largely increased their equipment. Notwithstanding this increased equipment they hauled less grain.

The report goes on to say that "this unfortunate chain of conditions has in-

involved financial loss to a not inconsiderable percentage of the population of the Northwest. It is a loss which begins with the farmer, but includes the merchant, grain dealer, elevator man, the miller and the railroad."

President Elliott of the Northern Pacific explained the situation, the report says, by saying that in attempting to handle the freight offered they were trying to force a three inch stream through a one inch

nozzle. And President Hill of the Great Northern declared that this road as well as others was endeavoring to bore a one-inch hole with a half inch auger.

Chicago deals largely with the congested condition at terminals and the loss to the lumber, grain, cotton and coal interests by reason of shortage in carservice. Statements received from 150 towns in Iowa as to conditions at these points showed

that the car supply was fair at competitive points, but at non-competitive points much complaint was made. The estimates of loss from these causes made by the grain dealers run from \$500 to \$5,000 each for

In concluding his report Mr. Lane says:  
"Whatever of criticism is to be expressed  
should in justice be tempered by a conscious-  
ness of the novel and perhaps unparalleled  
effort which the publisher of American

This demand, however, the shipping and producing public is certainly justified in making—that every railroad shall do its utmost—not alone and of itself, but by com-

community of action with other roads, to render the service which is imperatively needed and shall act in supreme good faith in endeavoring to organize and equip itself for such service."

The report of Commissioner Lane will be followed by the special recommendations of the commission as to whatever legislation, if any, may be deemed advisable to prevent the recurrence of a shortage in

freight cars.

**VICTIMS OF THE DISASTER.**

**Funerals of Nine of Them—The Injured**

**Survivors Doing Well.**  
WASHINGTON, Jan. 2.—All the injured survivors of Sunday night's railroad wreck at Terra Cotta are doing well. Mayor Cornelius Eckhardt of Kensington Md. and

Mrs. John A. Kunle of this city, whose conviction was regarded as critical, are improving. Funerals of nine of the victims took place to-day. Two were double funerals.

those of Annie and Frank Kunle and Miss Mary A. Lippold and her nephew, George L. Higbee.

Morgue Master Shoneberger made the

**Second Day of Remnant Sale**

**Suits to measure, \$18.00. Overcoats, \$22.00. Trousers, \$5.00. These prices are regardless of former values.**

**ARNHEIM,**  
Broadway @ Ninth Street.

the well-dressed man — up to the times but not ahead of them.

exas Legislature are already in Austin, although the Legislature does not meet until next Monday. They are watching the Travis county campaign with keen interest. Balloting for United States Senators begins on January 22.

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**CHILD ALMOST**

**Months, Leaving**

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**SKIN SOFT AS A BABY'S  
AND WITHOUT A SCAR**

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was the same child. Her skin was as soft as a baby's without a scar on it. I have not seen her in seventeen years but I have heard from her and the last time I heard from her she was well. That is where I became acquainted with Cuticura. I hope this may be of some service to you in the future. Mrs. W. P. MORRIS

VINCENT.—At Elizabeth, N. J., Jan. 1.  
 Frederic William Vincent, in his 74th year.  
 Funeral services at his late residence,  
 Williamson st., on Thursday, Jan. 2, at 2 p. m.